RTIP ID# *(required)* 200021

Project Description *(clearly describe project)*
Ramona Avenue at State Street-Railroad Crossing Grade Separation [Part of Alameda Corridor Study] Ramona Avenue currently crosses the Union Pacific Railroad tracks north of State Street. The "at-grade" crossing is frequently congested with cars queued up behind the railroad gates while trains are passing. The proximity of State Street further affects traffic movement and is the highest accident rate location in the City. This project will construct a bridge over both State Street and the railroad tracks.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing regionally significant street

County	**Narrative Location/Route & Postmiles**
San Bernardino	Ramona Avenue at State Street and Union Pacific Railroad-Route & Postmiles N/A **Caltrans Projects – EA#** 08-924628L

Lead Agency: City of Montclair

Contact Person	**Phone#**	**Fax#**	**Email**
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Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**X**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: Construction funds to be obligated by 12-31-06

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start		01 01 99	11-23-03	01 01 07
End	11-23-03	12-31-04	09-30-06	09 30 08

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The proposed grade separation improvements are needed to accommodate the increase in rail traffic along the Alameda Corridor East, the increased potential for vehicle/rail car conflicts at the highest accident rate location in the City, and eliminate delays at the existing at-grade crossing. The project will substantially reduce carbon monoxide emissions in a non-attainment air basin. By constructing a bridge over both the railroad tracks and State Street, the traffic conflicts will be eliminated. Motorists' safety will improve considerably by eliminating the conflicts.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Adjacent land is primarily light industrial development and includes a drive-in theater. The existing development is consistent with the zoning and General Plan. Ramona Avenue is not a truck route. Despite having some light industrial uses, there is very little truck traffic, particularly diesel trucks, on either Ramona Avenue or State Street.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Opening year-2008; Build: LOS-A; AADT-14,000; %Trucks-<5%; Truck AADT-<500

No Build: LOS-D; AADT-14,000; %Trucks-<5%; Truck AADT-<500

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Horizon Year-2025; Build: LOS-B; AADT-23,800; %Trucks-<5%; Truck AADT-<700

No Build: LOS-F; AADT-23,800; %Trucks-<5%; Truck AADT-<700

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
While traffic is expected to increase significantly over the next 25 years, most of this traffic will be as a result of development in and around the City. Two grade separation projects are already underway west of this location in the City of Pomona. Therefore, there would be no reason for drivers to use Ramona Avenue as an alternate to the two streets in Pomona. There is one existing at-grade crossing east of Ramona Avenue in the City of Montclair where another grade separation project is planned. This construction will occur after the Ramona Avenue project is complete. It is anticipated that during construction of the Monte Vista Avenue project, traffic on Ramona Avenue will increase. This will be a temporary condition. Without the Monte Vista Avenue project, Ramona Avenue could expect to have a higher AADT with drivers avoiding the congestion on Monte Vista Avenue. Conversely, without the Ramona Avenue project, and with a grade separation at Monte Vista Avenue, the Ramona Avenue AADT would probably be less than forecasted.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The project is located on Ramona Avenue at the grade crossing with the Union Pacific Railroad tracks. Currently the street has two lanes of traffic in each direction. State Street, a two-lane collector street, parallels the tracks and intersects with Ramona Avenue on the south side of the tracks. The State Street/Ramona Avenue intersection has the highest accident rate in the City. A contributing factor to the accident rate is the intersection's proximity to the railroad tracks.

Rail traffic continues to increase on the UP tracks as the Ports of Long Beach and Los Angeles continue to expand their facilities and ship more goods easterly. Trains become longer, slower, and more frequent, resulting in more delays at at-grade crossings. Vehicles waiting for passing trains add measurably to the overall carbon monoxide loading and contribute to the formation of carbon monoxide "hot spots" during peak-hour traffic conditions. Without the project, traffic delays will exceed 110 hours per day as vehicles are required to queue awaiting a train's passage. During the AM peak the delay is 14.6 hours. During the PM peak the delay is over 22 hours. (Source: "Traffic Analysis – Proposed Ramona Avenue Grade Separation" WPA Traffic Engineering, Inc., November 16, 1999)

The project has already received environmental approval under both NEPA and CEQA. A Categorical Exclusion has been approved by FHWA. The approval included an air quality study. The project was also able to obtain CMAQ funding under ISTEA.

The project design has been completed. Most of the right-of-way necessary to construction the project has been acquired. Only one easement remains to acquire. The City anticipates acquiring that easement within the next two months.